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RAILROADS IMPROVE EQUIPMENT AND METHODS

NEW RAILROAD BUILT -- Komsomol'skaya Pravda, No 116, 19 May 49

A railroad has been built in the Mongolian People's Republic.

AROUND-THE-CLOCK COAL LOADING EFFICIENT -- Gudok, No 59, 18 May 49

Coal, especially from the Moscow Coal Basin, comprises three quarters of the State freight-handling plan for the Moscow-Donbass Railroad System. The System has worked out a method by which it keeps pace on a daily basis with the production of the coal basin. Operations for each 6-hour period of the 24 hours are determined exactly.

The most important part of the plan is the supplying of empty cars to the sections and stations of the System every 6 hours. As a rule, during the first part of the day cars from a transferable pool are used. The delivery of the required number of empty cars to make up the transferable pool is planned a day in advance and is strictly regulated for each section. Toward morning, cars which have just been unloaded are used; three quarters of all the cars used per day come from this source. About noon the stations receive empty cars from remote unloading points of the System. During the last quarter of the day empty cars returned from other systems are used; the transferable pool is usually made up mainly from this source.

This method saves the System 1,125,600 freight-car-hours and 8,640 locomotive hours per month, or about 2 million rubles.

BALLAST CAR ON SOUTH DUMETS SYSTEM -- Gudok. No 59, 18 May 49

A ballast car has been put into operation for the first time on the South Donetsk Railroad System.

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KALININGRAD STATION TO BE RESTORED -- Izvestiya, No 117, 20 May 49

Restoration work has begun on the Southern Railroad Station in Kaliningrad. The station was blown up along with a large amount of track during the war.

NEW FREIGHT-CAR-LOADING METHOD -- Moskovskiy Bol'shevik, No 112, 14 May 49

A new procedure of loading freight cars so as to take full advantage of their capacity has been worked out in the Moscow Transport Expediting Bureau. This requires loading the cars with mixed cargo, if necessary, to both the weight and the space limits.

NEW LOG-UNLOADING METHOD -- Gudok, No 58, 15 May 49

A new method for unloading logs from gondola cars has been devised in the Varshava Freight Station in Leningrad. The weight of one log sliding on skids is used to lift another log, attached to it by cable off the car. This method eliminates the need for motor-driven or hand unloading and reduces the number of men necessary to unload a car from 10 or 12 to 2.

TBILISI DEPOT MAKES PLEDGES -- Gudok, No 60, 20 May 49

Workers of the Tbilisi Electric Locomotive Depot have made the following promises, to be completed before Railroad Workers' Day (1 August): to exceed the norm for average daily distance traveled per locomotive by 5 percent and the norm for average speed, excluding stops, by $1\frac{1}{2}$ kilometers; to handle not less than 180 heavy trains and carry 20,000 tons of freight above the norm; to complete the year plan for medium repair of electric locomotives and the 10-month plan for overhaul while cutting the time spent in medium repair by 5 days and the delay in overhaul by 3 days; to save at least 500,000 kilowatt-hours of electric power; to speed up the turnover of material resources by 3 days and at the same time achieve savings of 500,000 rubles; and to put into operation a complex wheel shop.

FAR EAST RAILROADERS EXCEED QUOTAS -- Tikhookeanskaya Zvezda, No 102, 1 May 49

Repair workers and locomotive engineers of the Far Eastern Railroad System made outstanding progress in the pre-May competition. The April plan for locomotive repair was completed on 29 April and the norm for washing repairs on each locomotive was out an average of 13.8 hours. The overhaul shop of the Obluch'ye Depot took the lead in the competition among repair enterprises. Locomotive brigades of the system considerably exceeded the norm for average speed of locomotives, excluding stops, and for average daily runs. Engineers hauled several hundred heavily loaded trains and 200,000 tons of freight above the plan. Five trainloads of fuel were saved in operating locomotives.

Tikhookeanskaya Zvezda, No 101, 30 Apr 49

The Obluch'ye Railroad Car Depot, one of the leading enterprises of the Far Eastern Railroad System, completed the first-quarter plan for capital repairs of cars 131 percent and the plan for medium repairs 112 percent. Several passenger cars were repaired above plan. Auxiliary and supply shops were shifted to 24-hour operations in April in order to ensure continuous repair work. On 28 April, the depot fulfilled the April plan for capital repairs 115 percent and for medium repairs 110 percent.

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Tikhookeanskaya Zvezda, No 100, 29 Apr 49

During 20 days in April, locomotive engineers of the In Depot of the Far Eastern Railroad System hauled more than 100 heavily loaded trains, each train exceeding the standard tonnage by 450 tons. The engineers also increased the average speed, excluding stops, by 2.3 hours /sic/ and saved 270 tons of fuel.

NOVOSIBIRSK RAILROAD DIVISION CRITICIZED -- Sovetskaya Sibir', No 84, 30 Apr 49

Ye. Mal'ginov, deputy chief of the Ural-Siberian Railroad Okrug, reports that in 1948 the Novosibirsk Division of the Tomsk Railroad System fulfilled the loading plan 107.9 percent and the unloading plan 106.9 percent, but the quality of work was unsatisfactory. Average idleness of transit railroad cars was increased by 0.8 hours and idleness during freight operations was increased by 7.8 hours. Inefficiency in the organization of siding operations is one of the chief causes for the lag. Only 55 - 65 percent of the trains are being dispatched on schedule.

Zabaluyev, director of the "Sibsel'mash" (Siberian Agricultural Machinery) Plant, and Anenkov, chief of the plant's transport division, last year permitted more than 25,000 cars to be delayed above the fixed norm and paid 223,000 rubles in fines. Idle time of railroad cars at the plant in March averaged 9 hours, while the norm is 6.4 hours. Inefficiency of transport operations has also been in evidence at the Metallurgical Plant (director, Avetisov) and the "Tyazhstankogidropress" (Heavy Hydraulic Press) Plant, where thousands of railroad cars were delayed an average of 12.5 hours instead of the scheduled 5.7 hours.

The activities of the Novosibirsk and In railroad terminals are complex, both as to the nature and the volume of operations. The terminals include several railroad stations as well as additional stations at sidings of industrial enterprises. The Novosibirsk Division must develop a uniform plan for the operation of each terminal, calling upon active cooperation of all railroad workers, including those in transport divisions of enterprises. Among the many serious deficiencies of the Novosibirsk Division are the inefficient routing of freight, failure to fulfill the norm for average speed, including stops, of freight trains, and poor organization of transport of local freight within the division. Both local and long-distance trains must be handled on schedule. Idle time of cars in loading and sorting stations of the division is extremely great.

TOMSK RAILROAD EXTENDS RADIO SERVICE -- Sovetskaya Sibir', No 85, 1 May 49

The communications service of the Tomsk Railroad System is scheduled to install radio facilities in all line stations this year. The service has already installed nearly 16 tube receivers and more than 100 regenerative receivers. More than 300 loudspeakers have been installed in transport workers' apartments in the Novosibirsk and In Sections of the System. Fifty railroad workers' families at Duplenskaya Station and 30 at Zakhlostnaya Station have radio facilities. Receivers have also been installed in Bugotak, Mezenikha, and other stations.

OTROZHKA DEPOT CUTS LOCOMOTIVE DELAY -- Gudok, No 60, 20 May 49

At the Otrozhka Depot time required for taking on sand by locomotives has been cut 3 minutes, the time spent in locomotive inspection has been cut 5 minutes, delay in cleaning out the firebox has been cut by 16 minutes, and the time spent in fueling has been cut by 11 minutes.

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